

Pyrola, Pyrola, Pyrola.

A PERFUME OF EXQUISITE FRAGRANCE.

WATKINS
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

KELLY & WALSH, LD.

JUST PUBLISHED.

RUDYARD KIPLING'S MASTER-
PIECE.

"KIM OF THE RISHI."

BEAUTIFULLY ILLUSTRATED.

\$1.50.

Hongkong, 9th November, 1901.

WILLIAM POWELL, LIMITED.

28 & 34, QUEEN'S ROAD.

HIGH CLASS DRESSMAKING

IN ALL ITS BRANCHES BY EXPERIENCED ARTISTS NEWLY

ARRIVED FROM LONDON.

NEW SELECTION OF

CHOICE GOODS

IN EVERY DEPARTMENT.

TOYS AND XMAS GOODS

IN ENORMOUS VARIETY.

ALL CHILDREN'S departments have been

transferred to No. 28.

DRESSMAKING will be carried on only at

No. 34, Queen's Road.

[955c]

THE

ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT

OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901. [1053c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-

tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen

Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and

Hotels in Hongkong.

Hongkong, 26th July, 1901. [777c]

To-day's Advertisements.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VIC-

TORIA PRECEPTORY will be held

at the FREEMASONS' HALL, TO-NIGHT,

the 26th instant, at 8.30 for 9 P.M. precisely.

Visiting Sir Knights are cordially invited to

attending. Hongkong, 26th November, 1901. [1261c]

THE HONGKONG NURSING

INSTITUTION.

THE ANNUAL MEETING of the SUB-

SCRIBERS will be held in the CITY

HALL, on THURSDAY, the 28th instant, at

12.30 P.M.

The Public are invited to attend.

B. SLADE,
Acting Hon. Sec.

Hongkong, 26th November, 1901. [1289c]

AUSTRIAN LLOYD'S STEAM NAVA-

TION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ, PORT SAID,

FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA,"

Captain Felner, will be despatched as above

on TUESDAY, the 17th December, P.M.

The steamer has magnificent passenger

accommodation. Electric light. A doctor is

carried.

For Information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 26th November, 1901. [1233c]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the

above Port, on THURSDAY, the 28th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, 26th November, 1901. [1286c]

CHRISTMAS NUMBERS.

A LARGE ASSORTMENT

OF

XMAS CARDS.

ALL THE NEWEST DESIGNS.

[690c]

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL.

TO-NIGHT! TO-NIGHT!!

THE

EMPIRE COMEDY

COMPANY.

ENTIRE CHANGE I

ENTIRE CHANGE I

First appearance of

Miss JULIE CLEVELAND,

The Eminent Soprano.

First appearance of

Mr. HUGH HUXHAM,

The Silvery Tenor.

First time of the Screaming Finale

"SPIKES."

First time of the Laughable Farce

"ON THE FIRE."

First time of

Miss FLORENCE ADELAIDE

and

Mr. WALTER HORLEY

in their American Sketch

"THE HIGH ROLLERS"

First time of

Mr. I. LEON

and

Miss JULIE CLEVELAND

in their Comic Medley Duet,

"AFTER THE HONEYMOON."

Repetition by special desire of

Miss LETTIE HARMSTON

and

Mr. GUS GREGORY

in their Musical Interlude.

CURTAIN RISES AT 9 P.M.

SPECIAL TRAMS TO THE PEAK

AFTER PERFORMANCE.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

SPECIAL NOTICE.

There will be NO PERFORMANCE on

THURSDAY and FRIDAY owing to the

Hall being engaged for a Ball.

Hongkong, 26th November, 1901. [1285c]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO"

Captain A. Ramsay, will be despatched as

above on FRIDAY, the 29th instant,

at 4 P.M.

The Attention of Passengers is directed to

the Excellent Accommodation provided by this

Steamer. She is fitted throughout with Electric

Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 26th November, 1901. [1287c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once.

Cargo remaining on board after the 28th

instant, at 2 P.M., will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 26th November, 1901. [1288c]

Entimations.

JUST UNPACKED.

A FRESH Consignment of ELEME FIGS

in 1lb and 2lbs Wooden Boxes;

ALSO:

BUTTER CUP BRAND,

Pure Australian Mountain Creamery Butter

in 1lb Tins.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

and

No. 39 and 40, Elgin Road,

Kowloon.

Hongkong, 25th November, 1901. [1282c]

BACON I

BACON II

BACON III

JUST RECEIVED.

A FRESH Consignment of AUSTRALIAN

BACON "AS BEFORE" will be cut in

1lb and 2lbs pieces to suit purchasers.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

and

No. 39 and 40, Elgin Road,

Kowloon.

Hongkong, 6th November, 1901. [1455c]

Entimation.

A. S. WATSON & Co.,

LIMITED.

FLOWER AND VEGETABLE

SEEDS.

FOR THE SEASON

1901-1902.

ARRIVAL OF NEW

SHIPMENTS.

ORDERS EXECUTED FROM

FRESH STOCKS ONLY.

Priced catalogues, with hints on

gardening, may be obtained on

application.

CLAYS FERTILIZER.

10lbs\$1.75

28lbs\$4.50

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 26, 1901.

REUTER'S TELEGRAMS.

A CANADIAN CONTINGENT FOR

SOUTH AFRICA.

LONDON, November 23rd.

Canada's offer to raise 600 more mounted

infantry for service in South Africa has been

accepted.

FURTHER CAPTURE OF BOERS.

Eighty Boers, part of Commandant Ack-

er's force, have been captured in the

range River Colony.

ARTILLERY RETURNING TO INDIA.

Three field batteries are returning to India

from South Africa.

OBITUARY.

Count von Hatzfeldt, German Ambassador

in London, is dead.

RELIGIOUS RIOT IN GREECE.

An extraordinary fanatical outbreak has

occurred among the students in Athens

against the proposed translation of the Gos-

pels into modern Greek, which is regarded

as profanation.

The students attacked the newspapers re-

commending the translations, and afterwards

stirred to the University from where they

red on the troops and police surrounding

them. The total casualties on both sides

were seven killed and thirty wounded.

ENGLAND AND GERMANY.

November 24th.

CHAIR AND RICKSHA COMMISSION.**SOME INTERESTING SUGGESTIONS.**

The report of the Commission appointed to enquire into the question of the existing difficulty of procuring and retaining reliable coolies for private chairs and rickshas has now been issued. Thirty witnesses were examined and the views of over a hundred and twenty residents were ascertained. From these it appeared there has been difficulty in procuring and retaining reliable private chair and ricksha coolies, and the main cause seems to be a demand for increased wages, which many non-Chinese refuse to pay. In his evidence, Chief Detective Inspector Hanson stated that he had calculated it was possible for two men between them to make from \$60 to \$80 a month with a public ricksha, and one of the public ricksha coolies examined said his net earnings, after paying for food and rent, amounted to \$10 a month. The Commission wisely suggested that the scale of fares for public rickshas, in Victoria and Kowloon, should be revised and reduced, at any rate so far as short time fares were concerned; for they were convinced that if the earnings of private chair and ricksha coolies could be placed more nearly on an equality with those of public ricksha coolies, the inducement to throw up private service for public employ would lose much of its force, the demand for higher wages would almost cease, and the difficulty of procuring and retaining private chair and ricksha coolies would be largely diminished, if it did not altogether disappear. Such a reduction is certainly worthy of careful consideration for at present the minimum ricksha fare is five cents for a quarter of an hour, and this generally means that the coolie gets ten cents.

The commission advocated ricksha rates of two, three and five cents for five, ten and fifteen minutes respectively, and they also suggested that distant fares, as in the case of taxis, might be introduced. They were not aware whether the public revenue of \$55,000, which was the sum derived in 1900 from the licensing of carriages, chairs, etc., would be materially affected by their proposal, but they submitted, even though the public revenue from that particular source were decreased, it would be but a small consideration to pay for the advantages resulting from a supply of private chair and ricksha coolies.

They surmised, and rightly too, that private coolies occasionally eluded the vigilance of the Police, and succeeded in acting as substitutes for public coolies, or themselves employed what looked like private rickshas in soliciting fares, and they recommended that the Police, when on ordinary duty, should more frequently, and especially at night, require chair and ricksha coolies to show their licences, and should arrest and charge all who did not produce their licences, or who produced licences not bearing the photograph of the person producing it.

The Commission strongly recommended that one or more members of the Police Force, who might be called Inspectors of Public Vehicles, should be appointed and detached to exercise special supervision over all licensed public vehicles and coolies whilst they were plying for hire in the streets. Those Inspectors should have travelling allowances and should be here, there, and everywhere, calling on all kinds of vehicle coolies to produce their licences. This proposal, they state, is not intended to be in substitution for the recommendation that the Police on ordinary duty should constantly call for and examine the licences. It would be an additional help they thought, in cases where an unlicensed person was found plying a licensed vehicle, to make a licensed driver, driver or bearer also liable to be heavily punished.

It appeared from the evidence that the Chinese generally did not wish that any steps should be taken to register or otherwise control coolies in their employ; therefore, they had no recommendation to make on that point, though they ventured the opinion that they would be likely to share in any benefits which might result from the adoption of their proposals.

As the preamble of the Commission issued to them recognised the existing difficulty of procuring and retaining reliable private chair and ricksha coolies, they were of opinion that that difficulty, if firmly faced with a determination to remove it, would largely if not entirely disappear, they emphatically urged that their proposals be given a trial during the coming winter months, that no threats of opposition or rumours of the strike be allowed to thwart an attempt to remedy the prevailing difficulties and inconveniences, and that it should be fully recognised that a difficulty of that nature, arising in connection with the employment of Orientals, would only become aggravated, if not grappled with sternly and speedily. The community might have to face a brief dislocation of the private coolie service but would, they thought, be amply repaid for any temporary discomfort by the benefits expected to accrue. In advance, they earnestly deprecated any opposition to a fresh attempt to enforce registration on new lines and to make it effective by means of the penal clause, because such registration, and such penal clause might not in the opinion of some prove effective and might involve slight personal trouble, inconvenience and loss of time.

They trusted that all ranks and divisions of the non-Chinese community would be prepared to co-operate in order to make the legislation and measures which they had proposed, effective and workable. If that co-operation, either from purely selfish considerations or out of mere sentiment, be withheld by an influential minority, it was to be feared that no remedial measures devised to meet the emergency could be successful. They therefore hoped that the wealthier members of the non-Chinese community would sink all considerations of personal inconvenience,

COTTAM & CO., CRICKETING HATS AND CAPS.

dignity, trouble and loss of time, and would combine with the less favoured members of that community in lending their support to provide a remedy for the admitted evils which had given rise to that Commission.

THE HONGKONG NURSING INSTITUTION.

With the object of providing a staff of trained nurses available for private nursing the above Institution has recently been formed, and judging from the list of subscribers to the Guarantee Fund it should receive a large and influential support. Lady Blake is the Patroness, Dr. F. O. Stedman is president and with Mrs. Dickson, Mrs. Siebs, Mrs. Slade, Mrs. Ritchie, Dr. Gibson, and Mr. B. Slade. (Hon. Secretary, *pro tem*) constitute the Committee. The Trustees are Messrs. J. C. Peters and C. S. Sharp, while Mr. H. W. Fraser is Hon. Treasurer. The following report will be presented at the first annual meeting on Thursday next:—

The Committee have pleasure in presenting the first statement of Accounts of The Hongkong Nursing Institution to the Subscribers. These, according to the rules, are made up to 30th September, and only give a very short time to be reviewed, as one Nurse arrived on 21st June and the second on 13th September. From the Accounts, it will be seen that the Institution, although in a prosperous way, has not paid its expenses up to 30th September, there being \$297.17 drawn from the Guarantee Fund. The Working Account for October however, shows a profit.

The sum to the credit of the Guarantee Fund stands at \$3,909.95, of which \$3,500 is on fixed deposit with the Hongkong and Shanghai Banking Corporation. The total amount collected was \$5,582.08, including a sum of \$992.08 received from the Hongkong Government towards the passage money of the Nurses from England. The cost of that and of expenses connected therewith (i.e. uniforms, etc.) actually came to \$1,174.66.

It is with much regret the Committee have to record the loss through death of one of their number—Mrs. Lawrence Gibbs, the Hon. Secretary, to whom they were much indebted for advice and assistance.

The Committee would like to add that they note with satisfaction that the number of applications received for trained Nurses amply justifies the objects of the Institution.

THE EMPIRE COMEDY CO.

A rather scanty house greeted the Company last night, but the members performing worked just as hard to make fun as if it were crowded. The opening chorus went with a swing and a dash, and was followed by Miss Albert's ballad which was sung very sweetly. Gregory and Horley next contributed and what they lacked in voice they amply made up in agility. John Leon was in good voice, but we have heard him in songs that suited his robust baritone better. The finale of the first part was unsatisfactory and an audible whisper of "cheer up" was heard around. The second half opened better, with a musical quarter of an hour by Miss Hamilton and "Little Gus Gregory." The latter's comical playing was good, full, and true, and he particularly shone in the double tonguing parts. Steve Adson's step dance, which he gave as an encore, was as up to date as his patter was ancient, and Miss Emmie Smith followed with what was described on the programme as her "latest comic specialties" and with the help of a very effective dress and "Dem Goo Goo Eyes" was encored heartily. To-night there will be an entire change of programme, and in future it will be altered completely every third evening.

AT THE MAGISTRACY.

November 26th.
THE BOY AGAIN.

W. J. Terrett, manager of the soldiers club, had cause to find fault with Sit Cheung, who was employed, as cook and boy in the club, and his fault finding was resented with the help of a chopper. Sit went to gaol for six weeks. At first we wrote months but the wish was father to the thought.

STEALING.

Stealing from the public seems to be a recognised way of living, but it is emphasising the fact, when a man starts on the police, and Chan Chun in stealing a tin of oatmeal from the Central Station mess, metaphorically "put his head in the lion's mouth" and now is interred in the lion's maw for fourteen days.

FALSE PRETENSES.

Yan Shing tried to get ahead of the Government to the amount of \$3.30 by accepting wages that were not due to him and was sent in for fourteen days.

LET THEM ALL COME.

The police are doing their best to put down the nuisance of the public being rushed by rickshas and chairs on coming out of any well known resort. This morning several coolies were summoned and fined for the offence.

DESTRUCTION OF THE ORIENTAL HOTEL.**FURTHER DETAILS.**

As already reported in these columns the Oriental Hotel, at Yokohama was destroyed by fire on the 17th inst. Further details are now to hand and we call the following from a Japanese contemporary:—

It is difficult (the report says) to ascertain or to say with certainty in which part of the adjacent Chinese store the flames originated but to those who were earliest on the spot, it seemed that

COTTAM & CO., DRESS SHIRTS, TIES AND COLLARS.

only a few minutes could have elapsed before the Oriental Hotel, separated from it by a narrow space, was also alight. Antimatter, of the Hotel, declares that he heard the first alarm of fire when the conflagration started in the Chinese shop, that he then proceeded to put on his dress clothes which lay easiest to hand, that certain alarming sounds near his room caused him to dispense with socks and to thrust his naked feet hastily into his shoes and that on opening his door he found the hallway impassable and had to retreat and descend to the ground by a water pipe. Whether the fire spread as rapidly as that story would seem to indicate may perhaps be questioned, but there is no doubt that the flames marched from house to house with almost incredible swiftness.

The Mail continues: It is stated, we give the report with all reserve, that a few minutes before the alarm was given a foreigner passing along the Bund noted that people were not all asleep in the premises adjacent to the Hotel, and is also reported that another foreigner, who had been at the Smoking Concert in the Public Hall, wending his way home by the same thoroughfare, saw smoke issuing from the Chinese store and tried in vain for some time to beat up the occupants, but when the buildings got fairly alight little rousing was necessary. It took about a quarter of an hour to clean out the Chinese store from front to back and how the adjacent store of Yamabe, the photographer, with the wooden buildings on Messrs. Strome & Co's compound, escaped is a miracle to those who saw the way in which the strong northerly breeze blew the flames about. Long before the Chinese store was reduced to debris, however, the walls of the Oriental Hotel, only one brick thick, were heated beyond power of resistance. The flames were lapping the eaves of the tall building and when, ten minutes after the first alarm, people began to arrive on the scene it could be seen that the hotel was doomed. The inside woodwork began to smoulder, the flames ran up the roof and soon were pouring out of the upper bedrooms into the hallways.

There seems to have been no lack of water. The fire people were on the spot with most commendable promptitude. All available hydrants, were requisitioned; water was drawn from the Catholic Church well and an engine stationed in the French harbor provided a plentiful supply. But as soon as the hotel began to burn it was apparent that nothing could stop the conflagration and so the efforts of firemen were largely directed toward saving adjoining property. The buildings opposite the hotel in Water Street were so protected, and also the premises of Messrs. Mason & Co., the occupants of both of which places were actually moving at one time during the morning. A British naval detachment was landed, the aspect of the outbreak conveying the impression on board ship that half the Bund was on fire, but being thanked by the police and informed that his assistance was not required the officer in command drew off his men and returned on board.

The only fatality reported in connection with the affair—though various persons have been spoken of as missing—is the death of Amano Naka aged forty-seven years, the personal amah and servant of Mr. Muraoka. The faithful creature, aroused by the noise, proceeded to his master's room, awoke him, and having seen him and guests in the vicinity on their way to safety went back on some errand and was caught. Her remains—or at any rate those of a woman, which it seems reasonable to suppose, are here—were found about noon on Sunday in the hallway near where the clock used to stand. Only the pelvic and lower bones could be found and it would seem that a sudden descent of the upper part of the building had overtaken her and crushed her body to pieces.

Despite the fact that the flames started in another building the occupants of the hotel appear to have had small warning. The hasty and insistent ringing of the night-bell by the passer-by to whom we have alluded, and loud alarms given by Mr. Muraoka and Staff Paymaster Airey, when aroused, seem to have been the first signs of danger, and there is general agreement among the guests that they only escaped narrowly. A foreign resident who reached the scene about ten minutes after the outbreak and who assisted in hauling the hose into the narrow alley between the Chinese store and the hotel, while as the latter was only alight about the eaves, tells how men in pyjamas and ladies in their night clothes came down stairs amid showers of molten lead from the upper part of the house. Some of the inmates were able to throw trunks out in the street but these were the exception. One commercial gentleman travelling for important houses at home lost everything, samples included, except such pieces of raiment as enabled him to go round on Sunday and order more clothes; another lost absolutely all that he owned; one lady escaped in only a night gown and a waterproof, and even these were burned by the molten lead from the ornamental sky-light which lighted the winter garden. Valuable property belonging to Mr. L. Dewette, part-owner of the hotel, and stored in the upper part of the building, went to ashes with the rest.

The aspect of the flames when the Oriental Hotel got fairly alight was truly sensational. The strong northerly breeze rushing through the various apertures fanned the fire till it roared from room to room, and when at last the roof, or what remained of it, fell in the noise was deafening. How the conflagration did not spread is a miracle and must be taken to reflect high credit on Mr. Morgan and the Japanese Settlement Brigade men, for emboldened by the long and all alive were falling on the Bluff during the morning.

It may be mentioned that the Chinese connected with the building in which the fire started were examined by the police, but in the absence of incriminating evidence were released.

COTTAM & CO., DRESSERS' FELT AND STRAW HATS.

Entertainment.

THE MUSICAL EVENT OF THE SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

TO-MORROW,

NOVEMBER 27TH, 1901, at 9.15 P.M.

Under the Patronage and Presence of H.E. Sir H. A. BLAKE.

HERR JOHANN MARQUARDT, VIOLINIST.

MADAME BREITSCHEUCK-MARQUARDT,

THE CELEBRATED HARPIST.

SEATS—£3 and £2.

Sets may be booked at the ROBINSON PIANO CO., LIMITED.

Hongkong, 21st November, 1901. [1264]

Masonic.

EOTHEN MARK LODGE, No. 264, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, TO-MORROW, the 27th instant, at 8 for 9.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd November, 1901. [1274]

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zetland Street, on MONDAY, the 2nd December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th November, 1901. [1277]

Intimations.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 3715 issued on the 11th day of March, 1892, for TWO SHARES numbered 449 to 4492 in the above Company standing in the Name of Mr. DONALD FRASER of Yokohama (now deceased) has been LOST, and should the same not be produced before the 2ND DECEMBER NEXT, a NEW SCRIP CERTIFICATE will be issued to the Executors of the said DONALD FRASER, deceased, and no transaction taking place under the said Scrip Certificate No. 3715 will be recognised by the Company.

JARDINE, MATHESON & Co., General Managers, HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 18th November, 1901. [1247]

WANTED.

SMART INTELLIGENT LAD to attend Office. Apply after 6 P.M. WM. MACLEOD, D.D.S., Beaconsfield Arcade, Hongkong, 25th November, 1901. [1282]



NOTICE TO MARINERS. HONGKONG HARBOUR.

FROM the 1st December, 1901, until about the end of February, 1902, floating obstructions will be laid, from time to time, to the North of Stonecutters' Island. The obstructed area will be bounded on the West by a line drawn from the most Northern point of the Island to the Watering Pier at Lai-chi-kok, and on the East by a line drawn from the Government Pier, on the North shore near the Magazines, in a N.N.E. direction to the mainland.

Vessels and junks are prohibited from anchoring in the obstructed area. A fairway, about 300 yards wide, will be buoyed through the obstructed area being marked on the North by 2 red buoys, and on the South by 2 small black buoys carrying white flags. No obstructions will be laid within this fairway, but vessels and junks are prohibited from anchoring there.

At night the red buoys marking the North side of the fairway channel will carry red lights whenever any obstructions are laid. Steam vessels must always use the fairway; sailing vessels and junks may sail across the obstructed area in day time at their own risk. All obstructions will be floating on the surface.

R. MURRAY RUMSEY, Ret. Com., R.N., Harbour Master, &c.

Harbour Department, Hongkong, 19th November, 1901. [1284]

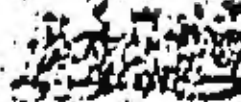


NOTICE TO MARINERS. HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" has now settled down Fore and Aft and only her Masts, Funnel, &c., are visible above Water. The Lights already notified as marking her position will continue to be displayed.

R. MURRAY RUMSEY, Ret. Com., R.N., Harbour Master, &c.

Hongkong, 22nd November, 1901. [1270]



NOTICE TO MARINERS. HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" lies sunk about 200 yards off shore between QUARRY BAY and NORTH POINT. She is heading to the Northward with her stern and about one-third of her length above water. Two Bright Lights horizontal will be displayed at night from her Fore rigging.

R. MURRAY RUMSEY, Ret. Com., R.N., Harbour Master, &c.

Harbour Department, Hongkong, 21st November, 1901. [1265]

Intimations.**The Strong Chain.**

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS.

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901.

[1028]

W. BREWER & Co.

NEW STOCK.

FRENCH MAKE OF "LADIES' BOOTS AND SHOES."
ENGLISH MAKE OF "LADIES' BOOTS AND SHOES."
LADIES' TENNIS SHOES.

Gentlemen's Black and Brown Walking Boots and Shoes.
Gentlemen's Black Kid Boots and Shoes.
Gentlemen's Patent Leather Boots and Shoes.
Gentlemen's Court and Dancing Pumps.

Hongkong, 23rd November, 1901.

[689]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Syder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 25th July, 1901.

[733]

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The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

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THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

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KRUSE & Co., CONNAUGHT HOUSE.

954C

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by **THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.**

12th October, 1898.

[51]

THE VICTORIA DISPENSARY, HONGKONG.**AERATED WATERS.**

SIMPLE AERATED WATER.

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GINGER ALE.

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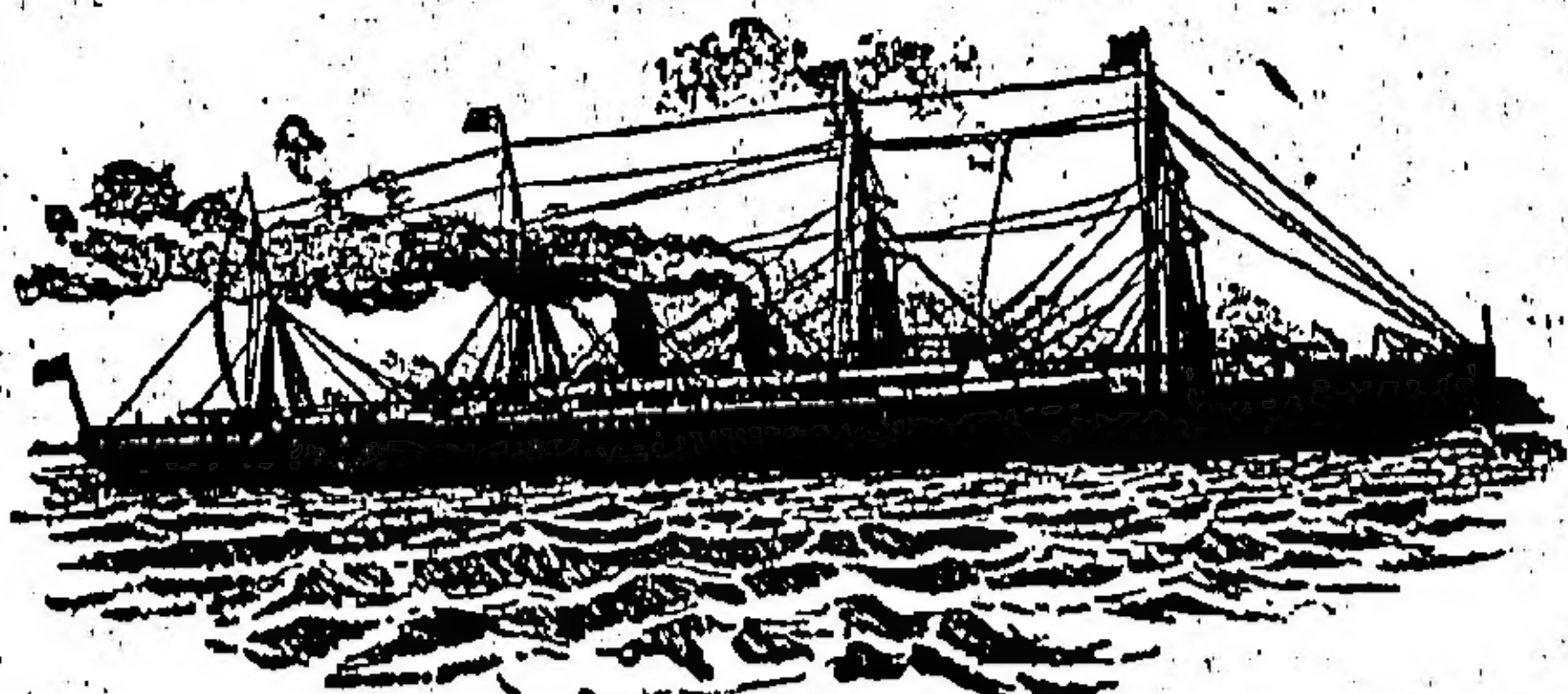
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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	THURSDAY, 28th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GARIO"	SATURDAY, 14th December, at Noon.
"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"OHINA"	TUESDAY, 31st December, at Noon.
"DORIC"	THURSDAY, 9th Jan., 1902, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 28th inst., at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

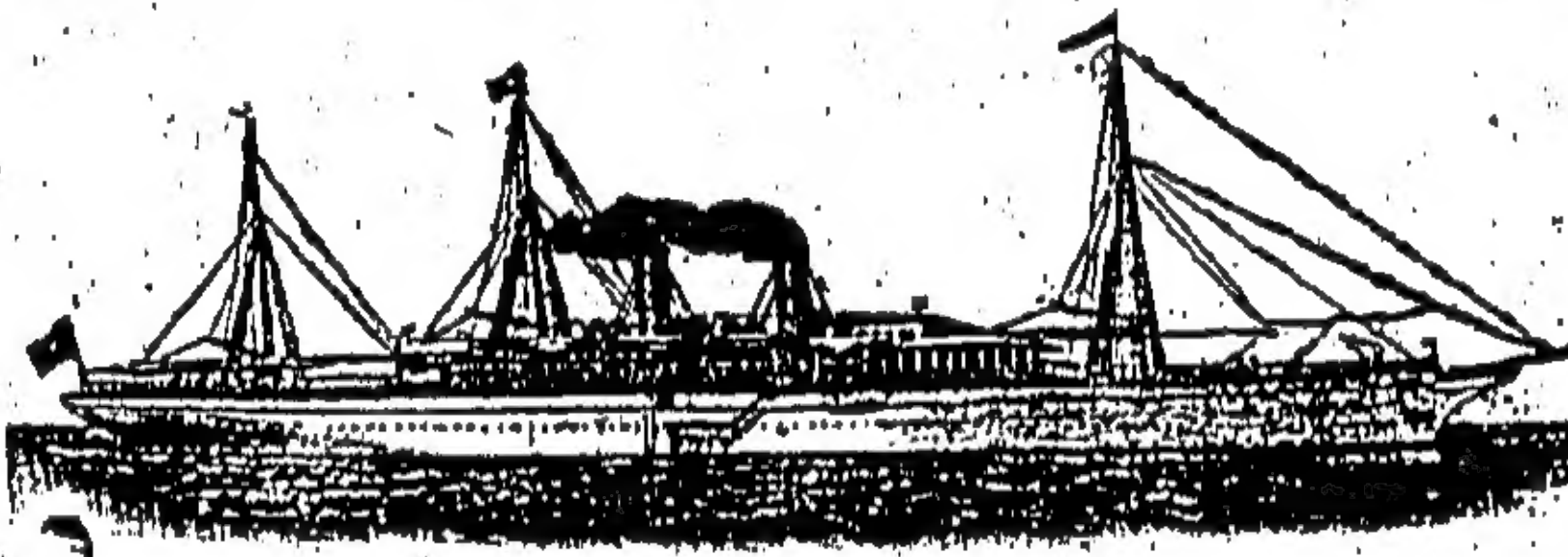
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 20th November, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 14th December.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 18th January.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 25th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 25th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Princes Street.

Hongkong, 20th November, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OBERSTÄDTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).		
SURVIA	HAVRE, BREMEN and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO).		
NUERNBERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Ammon	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Mason	(Calling at SINGAPORE and COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
AMBRIA	HAVRE and HAMBURG.	12th Feb.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 20th November, 1901.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, J. J.
Allard, Rev. T.
Alexander, M. R.
Angus, C.
Aoch, O.
Anderson, C. M. N.
Alexander, Miss
Ahmed, A. Aziz
Anita, Miss
Anderson, H.
Anclino, Miss L.
Assumpcao, J. M.
Anderson, Rev. H. E.
Anderson, J. W.
A. L. M.
Burke, Rev. P. C.
Bergin, L. W.
Babonneau
Brown, F. W.
Bennet, Major F. W.
Berth, H.
Baikoss, H.
Brown, Rev. A. J.
Bertran, W.
Babington, G. N.
Brown, S.
Brown, G.
Beasley, Lt. J. H. M.
Bayliss, S. F.
Hates, Ed.
B. D. V., Madame
Bernard, R. L.
Baptista, A. M.
Bence, Mrs.
Bellisle, L. J.
Butterick, C. B.
Buno, Col. Pelham
Brutier, R. H.
Bertrand, G.
Buxton, A. J.
Baker, Mrs. N.
Benson, F.
Bertie, M.
Burke, F. C.
Barack, G.
Barr, Henry
Booth, K.
Bishen Singh
Barnia, E. E.
Boyd Kaye & Co.
Boyd, Robert
Breiter, Hy.
Brownlow, E. O.
Bougnol, E.
Bensard, Miss J.
Barclay, J. G.
Bramsch, F.
Cramer, R. B.
Cavill, Miss A. M.
Cus, C. Leon
Caplone, Emil
Clarke, Nelson
Cestajo, A. dos Passos
Conaught, Dr. J. D.
Culy, Ch.
Chichester, R. L.
Collago, J. M. J.
Colburn, Geo.
Carter, Miss
Collins, W. S.
Chapman, Dr. W. L.
Chaudron, Madame
Cris, V. Leon
Casta, Miss E.
Calder, Miss
Gorles, Mrs. M.
Centeno, Leonardo
Chiffage, Capt. W. A.
Channate, Adolf
Cusker, P. J.
Callado, J.
Charmatz, A. P.
Cowdin, J. R.
Chisholm, J. T.
Cockburn, H.
Clark, M. A.
Coedridge, J. H.
Conscience, Chr.
Cory, A. E.
Charmatz, A.
Dyson, F. W.
Drowd, Percy
Douglass, M. E.
Dir. Gen. Govt. of Ch.
Rway
Daniell, Joseph
Davies, P. O.
Dent, C. S. F.
Desalou, C.
Dent, B.
Dodd, Capt. Chas.
Henry
Drury, J.
Esposito, Ernesto
Eschauer, P.
Engert, M.
Eakin, Miss E.
Ewing, Rev. J. C. R.
Exceller
Emanuel & Co.
Eugene, Miss Lulu
Eustwood, J. E.
Einstein, Joseph
Earle, T. W.
Edwards, Louis
Fitzsimmons, C. A.
Fleming, George
Farr, A. J. M.
Frankland, A.
Fernandes, J. M.
Foster, F. F.
Flint, O. M.
Foret, Pierre
Flying Jordans Circus
Fulton, Capt. A.
Francisco, A.
Freud, G.
Farrey, J. E.
Foronda, Benigno
Ferment, Alfred
Ferriere, S.
Farris, Miss D. C. de
Fred; Miss Agnes
Fridenberg, Dora
Finch, R.
Gallbraith, J. E.
Grant, L. M. F.
Guthrie, J. B.
Godfrey, H. S.
Gitten, Mrs.
Gorcke, A.
Gray, A. C.
Green, J. T.
Godziecki, W.
Gimard, August
Goetze, Herrn Adolf
Gibson, G.
Griffin, A. E.
Gabana, Pedro
Garcia, Mario
Guy, Rev. P. J.
Goolan, H. I. M.
Gool, J. Van Der
Groot, A. de
Gregor, J.
Gerard, C. C.
Guilward, Theo.
Glover, Mrs.
Gubbay, Nahom
Graham, D. M.
Conway, Capt. T. W.
Gulliver, C.
Gulliver, C.
Gracey, Mrs. E. H.
Graham, M. J.
Garrett, F. J. Y.

Petrol, F.
Pennybacker, C.
Pabalan, H.
Paton, Dr. B. L.
Pion, Herr G. A.
Pereira, Mrs. C.
Palle Singh
Pac Kwong Ming
Perrin, D. S.
Pillay, Mr.
Ponkorby, R.
Palacios, Nicolas
Peterson, Miss
Rutledge, H. B.
Rove, J. H.
Robertson, Mrs.
Rust, A.
Rowland, G. H.
Rosa, De
Retauw Ed.
Kolla Singh
Rosenrode, J. C.
Robbin, G. C.
Richards, Mr. I.
Robinson, C. T.
Robb, A. I.
Rosin, L.
Rosa, E. da
Rowe, W. O.
Richard, F. X.
Rebel, W. R.
Remedios, F. M.
Rala Singh
Rosa, Andrew
Raymond, Capt. A. W.
Rozar, D. E. M. X.
Rodriguez, C.
Reid, I. G.
Roxington, G.
Remedios, A. M. P.
Rufener, I.
Rustam, Khan
Seldner, P.
Sandelands, L. H.
Smith, A. H.
Sprague, O.
Spoolman, H.
Shabun, Dr. F. G.
Sims, W. A.
Sullivan, C. P.
Sims, W. A.
Septon, G.
Seishie, James
Seltzer, James
Schwartz, J. L.
Shayless, Miss
Sec. of the Br. M. M.
O. Asso.
Supt. Currency Paper
Stevenson, Th. J.
Samson, C. W.
Sec. Ch. Con. Co., Ltd.
Schulz, Karl
Savage, A.
Sheehan, C.
Simpson, R. M.
Sweet, Miss S. M.
Steele, F. M.
Swanston, John
Seattle Brewing & Malting Co.
Zulauf, F.

Gray, Miss
Hermann, H. N.
Hickson, T.
Holdsworth, S.
Hobart, S.
Hunter, J. A.
Hanson, Mr.
Hamilton, A.
Hartley, A. W.
Huckle, F.
Hutchinson, T. J.
Hans, Peter
Hosain, Haji
Hannan, J. W.
Hochner, M.
Herman, J. S.
Ho Yung Chee
Hickish, H.
Hamtrup, Mr.
Hunt, W. R.
Hykes, Arthur
Halkiner, Dr. A. C.
Hoffman, W.
Haladay, & Co. Wm.
Harvey, E. G.
Holsche, F.
Hanser, E. G.
Henry, Alice
Henderson, R.
Hammings, R.
Hutchison, A.
Hillman, A.
Henderson, F. H.
Henriques
Hackew
Hock, C. F.
Isaac, Allen
Imenpal, S. A.
Jephson, Capt. J.
Jarvis, A. C.
Jarvey, James
Jones, S. C.
Jordan, W. H.
Jordan, Lewis
Jordan, Miss Nellie
Jones, Wm. L.
Johnson, Dr. W. O.
Jala, Din
Jones, & Co., L.
Jeremia, M.
Jellott, R. P.
Johnson, Mr. R.
Jones, W. B.
Japanese and Faany
Good
Jesus, J. M. de
Johnson, R. C. K.
Kaler, Mike
Keech, H.
Kisserser, Smith
Keller, J.
Kahnweiler, W. S.
Kelly, G. A.
Kaiser, Wilhelm
Key, W. B.
Kott & Co. H. I.
Kaplan, N.
Kappi, W. A.
Lah, W. A.
Little, Arch.
Lorenzo, M.
Livingstone, J.
Lestlie, M. J.
Lee, Thomas
Lang, R. W.
Leonard, H.
Lester, H.
Lawrance, Benjamin
Lchwaln, Margerethe
Liw, R. T. Poul
Lanning, Rev. C. H.
Laguer, Mr.
Lange, Herrn
Langham, W.
Lassen, P. M.
Larre, A.
Liler, Frank
Lambert, I. G.
Leos, F. R. paz de
Lambert, Fred.
Lion, A. D.
Long
Loewenbach, Lothaire
Logan, R.
McLean, A. E.
Miller, O. C.
Mills, S. C.
Maipang, W. H.
Mundie, W. H.
Mary, Miss
Macario
McGill, Wm. E.
Mant, J. B.
Morton, H.
McIntosh, A. H.
McIntosh, James
Messner, Capt. J. F.
Macdonald, Lieut.
McMillan, D. F.
McCulland, (Engineer)
Matta Singh
McCaule, H. L.
McCormick, M.
Meyer & Co., E.
Martin, T.
Moore, Gus.
Mitchell, T. W.
Munn, P. E.
Monbeuse, H.
Manicini, Mrs.
Mersey, J.
Mak, G. E.
Moore, Chas.
McLaughlin, J.
Mora Saria Augadha
Mualditi, W. F.
Mason, Miss C. M.
McLaughlin, W. F.
Marle, Amigo
Mills, S.
McDermott, C. A.
McDonald, G.
Macfar, A. L.
Mill, Sidney
McDonald, Capt. G.
Matthews, Emil
McLeod, Mudo
Moorehouse, H. J.
Mitchell, W. T.
Morrissey, Miss M. E.
Mayrick, W.
Niven, L.
Newby, Capt. A.
Newson, H. F.
Norton, Mrs.
Nibal, Din
Nizam, Din
Nicklin, T. G.
Nicholson, H. J.
Norcross, H. S. M.
Norris, James
Olivier, The Hon.
Olett, H. M.
Oliver, Federico
Ottolenghi, Francisco
O'Neill, Ed.
Orion, Mon. F.
Osburn, Miss A.
O'Rourke, J.
Okemotou, Miss Q. S.
Parfitt, J. S.

Savage, W. Y.
Symonds, Miss D.
Stewart, John
Stewart, Mrs.
Semilio, Esq.
Seabury, Forrest
Symonds, J.
Stokes, A. I.
Stow, Marco
Stowell, E. C.
Simpson, W.
Symonds, I.
Sherbrooke, H.
Simons, A.
Saver, W. E.
Sharp, Sidney
Sexton, Miss E.
Samuel & Co. S.
Sampson, Miss
Sheerwood, Alice
Tunmer, L.
Thomson, J. C.
Trechles, W.
Tremearne, Capt. A. J.
Newman
Thomas, L. Chas.
Telli, Miss
Tripe, J. S.
Turner, Mrs.
Thomas, H. C.
Thomy, Mr.
Tonnance, J. O.
Thieb, A. C.
Upton, W. C.
Udell, K.
Vook, Miss
Walsh, H.
Williams, I.
Wheeler, C.
Walker, R.
Whitaker, A. I.
Wotton, H. R.
Watson, L. T.
Wilson, Frank
Winters, F.
Webster, D. W.
Watson, W. B.
Wirt, L. E.
Walker, Mrs. R.
Welch, John
Walters, R. E.
Wong, J. M.
Warren, E. J.
Wise, Lieut. W. S.
Wakera, W.
Williams, S.
Wennerg, O.
Witt, L. E.
Walker, Miss G.
Williams, Mike
Walker, Theo.
Whinnerah, T. C.
Windrath, W.
Weare, Mrs.
Xavier, G. M.
Xavier, M. M.
Young, O.
Seattle Brewing & Malting Co.
Zulauf, F.

U.S.S. Justice
S.S. Lonsak
Lucia
U.S. New York
S.S. Philia
Barque President
U.S.N.C. Pompei
S.S. St. Dunston
Sui Tai
Sungiang
Tentak
Yuantang
Morley H. Dettor.
L. Brandt.
V. Obschulck.
C. E. Santy.
Fakhimbomed Tandel.
Capt. R. B. Munro.
Frank Perry
Leop. Piringer.
A. Nene.
S. Farrel.
W. A. Bald.
James Crowlie.
S. Farrel.

List of unclaimed Telegrams lying in the
Joint Telegraph Companies Offices
at Hongkong.

Rehnroy, Changchuck.
Chinlai.
Claudel.
Fungshingyung.
Gillford.
Gotoclam.
Gracewood.
Hon. Cecil Edwards.
Huffman.
Jasbotz.
Marquardt.
McAuliffe.
Melchert (2 telegrams).
Neilsen.
Navire Brixux.

THE FIGHT AGAINST MALARIA
IN ITALY.

Since the discovery that Malaria is certainly propagated by the bite of the mosquito, the Italian Government has been taking steps for a systematic attempt to drive the scourge from their country. Malaria fever, as is well-known, renders extensive regions in Italy practically uninhabitable, and its extinction means for the country a very large increase in material resources. We translate below part of an article contributed by Dr. Albert Battandier to *Comos* (Paris September 21st), which indicates the Italian plan of campaign. Dr. Battandier enumerates the particulars of it. First, is the suppression of stagnant pools by the betterment of the land. This will be necessarily slow and it will be hard to make it complete. The second precaution is the preservation of man from mosquito-bites. Here great progress has been made. All the workmen's houses of the Mediterranean Railway Company, from Rome to Pisa, have been fitted with wire screens, and the same thing has been done in a large number of houses in the country, though the occupants do not all understand and appreciate the benefits of this protection. Veils that hang from the hat below the shoulders are used outdoors, and the hands are guarded by gloves. Dr. Battandier continues: "But the third precaution is even more radical. To suppress malaria we must do away with those who have malaria. It is well known that the Anopheles when it bites a healthy person will communicate to him, at worst, an excessively light type of fever, which may pass unperceived. But if a mosquito bites this person so affected the fever bacillus reaches a fuller development in his intestines, becomes virulent, and when another person is bitten will cause malarial fever in that person. The Anopheles does not fly far. If, then, we can cure all the individuals who are found in a place reputed to be malarious, the bites of the mosquitoes will not be dangerous, because they can not take up from the inhabitants the weak virus that becomes virulent when it passes through the insect's intestines. Thus the Italian scientists attach great importance to what Dr. Gossio calls the 'amelioration of the man.' To try this new cure the Government has sent a commission to Grosseto. This Tuscan city has so bad a reputation as a malarious place that the Italian Government sends periodically to Scansano, an elevated and healthy town, its offices and department of justice (prisoners excepted) and all its subordinate officials." The commission has chosen five special localities, and has begun, in the first place, an exact census of malarial patients, basing this, exclusively on microscopic examination of the blood—the only means by which we can ascertain with certainty whether an individual is subject to marsh-fever. The prophylactic method employed is the administration of quinin. We quote again: "Although this new therapeutic is now recognized as scientific, time has been required to bring this about. The suspicion that mosquitoes communicate malaria by their bites is no thing of recent date. Twenty years ago the question was on the tapis; the mosquitoes were declared guilty, but it must be said, without positive proof. Then scientists conceived the idea of analyzing the blood of mosquitoes that had bitten men, and to their great astonishment they found traces of quinin. See, they said to their opponents, not only is the bite of the mosquito inoffensive, but it is even curative, since it applies to the disease its sole remedy—quinin. "In spite of these experiments this method of cure never had the least success, and it must be confessed that it did not deserve it." Translation made for *The Literary Digest*.

QUEER DOINGS IN VICTORIA.

"It is now more than a year since Premph, late King of Ashanti, arrived in Seychelles, and readers of Major-General Baden-Powell's book on the downfall of that potentate would, says Reuters correspondent at Mahe, Seychelles, find it hard to recognise the truculent personage there depicted in the sleek and oily negro, clad in immaculate European clothes, sitting in a front pew of the English Church in Victoria. The Ashanti political prisoners are quartered in a comfortable house called 'La Rocher,' about two miles south of Victoria, the capital of Mahe. The main house is occupied by Premph, the Queen-Mother, and the former's wives and children, who are somewhat numerous. Asibi, King of Koko-Fu, is quartered in a hut close by, and the remaining chiefs have comfortable huts dotted about the grounds. The Ashantis have since their arrival given little or no trouble to the civil authorities. One or two of them have, at their own request, been allowed to engage themselves as servants, but for the most part they prefer to do absolutely nothing, and are content to live on their allowance, which is ample for all their requirements. Lately, however, it appears that Premph, the Queen-Mother, and Asibi have thought it desirable that their allowances should be supplemented by finding the other chiefs. They accordingly held a small Court at 'La Rocher,' and proceeded to fine the chiefs, for more or less imaginary offences, bottles of rum in lieu of a money payment. They would then adjourn the Court and proceed to get intoxicated on the proceeds of the fine. The sittings of this Court were not destined to last very long, as Premph was informed by order of the Administrator that a petition of the occurrence would lead to his allowance being stopped, and to his being removed to another island without his servants and followers. The warning had a salutary effect, and 'La Rocher' is once more in peace."

GIRAULT for TABLE DELICACIES
GIRAULT for FRESH GOODS by every
GIRAULT, WINE and SPIRIT MERCHANT
GIRAULT BISCUITS

PAKHOI.

(From a Correspondent.)

PAKHOI, November 21st.

The flag at the Custom House was flying half-mast high on the 12th instant as a mark of respect for the late Li Hung-chang.

The local magistrate has issued a notification ordering the nation to avoid going out after dark, and any one round perambulating the streets after midnight would be arrested and punished; the gates in the town are to be partially closed after 9 p.m. and completely closed after midnight. This step was taken as a preventive against a night attack by the thieves who are reported to be secretly congregating both in Lim-chow City and here. I hear that the French Consul sent a protest last week to the Prefect of Lim-chow regarding the bad policing of this town requesting him to send a few more soldiers to guard the place, failing which the Consul would order the landing of some marines from the two gunboats in the harbour to patrol the streets. As the result of the protest, one hundred braves were sent here immediately.

The Chinese gunboat *On-lan*, having received information regarding the whereabouts of a certain pirate chief surnamed Su—for whose arrest a reward of \$600 has been offered some time ago—left here on the 14th instant and returned the following day, with no less than five pirates, including the long sought for Su. The pirates were surprised while feasting in a near village, called Tui Tat. Owing to the importance of the capture and the present state of apprehension regarding the pirates and thieves everywhere, it was thought prudent to retain the prisoners on board and telegraph Lim-chow for instruction. The sub-prefect ordered the local magistrate to try the prisoners on board the gunboat instead of ashore, fearing the prisoners might be rescued by members of the thieves' fraternity.

The trial was held on the same afternoon by the local magistrate. Three out of the five prisoners were taken on shore at 7 a.m. on the 19th instant, under a strong guard, to the execution ground and beheaded without much formalities; the other two, I hear are kept alive to serve as a due for the arrest of others of their profession.

The s.s. *Thule* arrived here on 16th instant with 1400 packages, merchandise. She was the steamer which brought the first lot of cargo subject to the "effective 5% ad val. duty" since it came into force on 11th instant. One on this subject I must inform you that in a later Customs Notification, dated Nov. 10, it was stated that the effective 5% duty is only applicable to Import, and does not affect Export, which is to be carried on as formerly.

THE MAN THE PRINTER LOVES.

CONTRIBUTORS PLEASE NOTE.

"Every one appreciates a friend who is considerate of his feelings and endeavours to smooth the path before him, whether science or society, learning or laughter, be the goal. For this reason, the printer, and the editor as well, has a warm regard for that individual who sends legible, clean, folded copy to the 'den,' and, if need be, he feeds it to the plenteous wastebasket with a keen feeling of regret. In the words of the poet—not long fellow:

"There is a man the printer loves, and he is wondrous wise; when'er he writes the printer man he doteeth all his life. And when he's dotted all of them with carefulness and ease, he punctuates each paragraph, and crosses all his 't's. Upon one side alone he writes, and never rolls his leaves, and from the man of ink a smile and mark 'insert' receives. And when a question hedges back—taught wisely he hath been—he doth the goodly penny stamp, for postage back, put in. He gives the place from which he writes—his address the printer needs—and plainly writes his honoured name, so 't' that runneth reads. He writes, revises, reads, corrects, and re-writes all again, and keeps one copy safe, and sends one to the printer man. And thus by taking little pains, at trifling care and cost, assures himself his manuscript will not be burned or lost. And so he speaks through all the land, and thousands hear his word, and in the coming day shall know how much he served the Lord.

So let all those who long to write take pattern by this man, with jet black ink and paper white, do just the best they can; and then the printer man shall know, and bless them as his friends, all through life's journey as they go, until that journey ends."

THE NICARAGUA CANAL.

Two hundred million dollars is to be the cost of the Nicaragua canal, according to estimates carried in the report which the Isthmian Canal Commission, of which Rear-Admiral Walker is president, will soon place in the hands of President Roosevelt. While the Commission believes that in practice the actual cost of the work can be made to approximate these official estimates, the members of the Commission are not willing to stake their reputation as engineers upon the assertion. They will point out that the estimates have been made with great care, after thorough surveys and borings, and with liberal estimates for contingencies; but they also call attention to the fact that no work of this magnitude has ever been completed in tropical countries, and that, therefore, no basis exists for accurate comparisons. Some surprise will be felt throughout the world when it becomes known that the Commission places its estimate of the cost as high as \$200,000,000. Every new estimate for the Nicaragua canal carries larger figures than its immediate predecessor. Menocal, engineer of the old Maritime Canal Company, thought the Nicaragua route could be

finished for \$50,000,000 or \$70,000,000. In its preliminary report of two years ago the present Commission made an estimate of \$118,000,000, though Colonel Hains of the Army added on his own account a statement of probable cost at \$135,000,000. Now the Commission raises the figures to about \$200,000,000. But there is ample explanation of this great increase. The Commission now reports in favour of the canal having a depth throughout of thirty-five feet, instead of thirty feet, as in its project of two years ago. The Commission is prepared to report that the Panama canal can be completed at a cost of about \$140,000,000. It is not willing to concede the correctness of the claims made by the French company that this channel can be finished for \$100,000,000.—Chicago Times Herald.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Victoria*, connecting with the steamer *Valitta*, at Colombo, from London, Oct. 31.—To Yokohama: Mr. G. W. Hughes. To Hyogo: Mr. Corder. To Shanghai: Mr. E. J. Batty. To Hongkong: Misses Tabberer, Church, Codrington, Johnson, Jones, Aston, Hon. and Mrs. Goodman and 2 children, Misses Goodman (2), Mrs. Meyer and child, Messrs. A. C. Stewart, E. W. Rogers, J. S. Hutchison, Sub-Lieut. Le Moine, Mr. and Mrs. R. Abenheim, Sub-Lieut. B. H. M. Bradford, Sub-Lieut. J. M. M. Scott. To Manila: A. McC. Stewart. To Singapore: Mr. Brackenbury, Mr. and Mrs. Huxham, Mr. A. G. Buncher, Miss George. From Marseilles, Nov. 8.—To Hongkong: Lieut. W. Disney, Mr. F. W. Lote. To Singapore: Mr. Macmillan. To Penang: Mr. W. J. Mahony, Miss Shaw.

Per P. and O. steamer *Alalaca*, from London, Nov. 2.—To Shanghai: Rev. J. S. Adams and family. To Hongkong: Misses A. E. Bull, Fisher.

Per P. and O. steamer *Rome*, connecting with the steamer *Bengal* at Colombo, from London, Nov. 14.—To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Cochrane, S. J. Bull, Mr. and Mrs. C. P. Ruegg and 2 sons. To Singapore: Messrs. H. F. Broneil, Swann, Ogilvie, E. S. Odini. To Penang: Mr. Lupton. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son. To Hongkong: Dr. and Mrs. Clift. To Singapore: Mr. A. E. Silven. To Penang: Messrs. A. T. Bryant, D. Butler.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Finch, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon. To Manila: Mr. G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 29.—To Shanghai: Mr. and Mrs. W. McAustan, Mr. R. D. Ballantine, Mr. de Bretton Glisma. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per Norddeutscher Lloyd steamer *Princess Irene*, from Bremen, Oct. 31.—To Yokohama: Mr. Conder. To Nagasaki: Miss Grace Nell. To Shanghai: Misses Cooper, Peddar, Watney, Mrs. Irvine and child, Mrs. Gear and children, Mrs. and Mrs. Dempsey, Mr. Laing, Mrs. McCracken, Mrs. Paramore and family, Mr. and Mrs. Parker, Mr. and Mrs. Cameron and child, Mrs. Roger, Mrs. Mitchell and party, Mrs. Bonar, Mrs. Dyer, Mrs. McDonald, Miss Calvert, Mr. and Mrs. Parker. To Hongkong: Mrs. Badsley and child. To Singapore: Mr. Mrs. and Miss Scott, Mr. Tate, Mrs. Bell Irving, Miss Bernard, Mr. G. Campbell.

Per Nippon Yusen Kaisha steamer *Sado Maru*, from London, Oct. 25.—To Yokohama: Dr. M. Ikoma, Messrs. H. Okumura, Y. Fukuda. To Kōbe: Messrs. F. Stone, A. Masugi, Rev. A. Miyake. To Shanghai: Messrs. F. Pick, Wick, J. Beyn, Mr. and Mrs. J. Morrison, Mr. Bryce. To Hongkong: Mr. and Mrs. G. Percy, Jun., and family, Messrs. C. H. Hogg, W. Welch, G. Welch, M. Holliday, Mr. and Mrs. P. McIntyre. To Manila: Mr. W. Johnson. To Bangkok: Messrs. Nai Hoe, Nai Chome. To Singapore: Mr. and Mrs. R. D. Bland, Mrs. Haines, Mr. and Mrs. J. MacKay, Mr. and Mrs. D. M. Horne, Mrs. V. Hamilton, Mr. Thompson, Mrs. W. Hunter, Messrs. Morrell, J. Rae, C. Voce, J. Leopold.

Notice of Firm.

MR. R. ABESEER has CEASED from this Date to Sign our Firm. LUTGENS, EINSTMANN & CO. Hongkong, 15th October, 1901.

MR. LEOPOLD LAMBOTTE has CEASED to Sign our Firm per Procuration since the 20th March, 1901. LUTGENS, EINSTMANN & CO. Hongkong, 20th November, 1901. [1260c]

Entimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guarantee given to every purchaser. 20, QUEEN'S ROAD, Watson's Building.

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ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfittings. Hongkong, 20th August, 1901. [960c]

G. GIRAUULT for the best and GREAT ASSORTMENT of CONFECTORY.

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KOWLOON HOTEL, KOWLOON.

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor. THE BAY VIEW HOTEL. Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty. Under entirely new management. J. LACOCK. 1075c]

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VISITORS to Swatow will find comfortable and well furnished accommodation. Shooting parties will find every facility, House Boat, &c., everything to secure comfort as well as sport. Cuisine Excellent, Prompt Attention, Billiards, Music Saloon. Terms moderate. F. HYDE, Proprietor. 1222c]

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Spacious and well furnished Rooms en suite or single. An ideal Residence in the hot season. Unexcelled Cuisine under the direct personal supervision of the proprietor. Billiard Room, Reception and Private Dining Rooms are replete with every Modern Comfort. Prompt attention given to all Letters and Telegrams. A Representative attends the arrival of all steamers. C. A. BIDDLE, Proprietor and Manager. 1076c]

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E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared. Office: 9, Queen's Road Central. Hongkong, 8th November, 1901. [1214c]

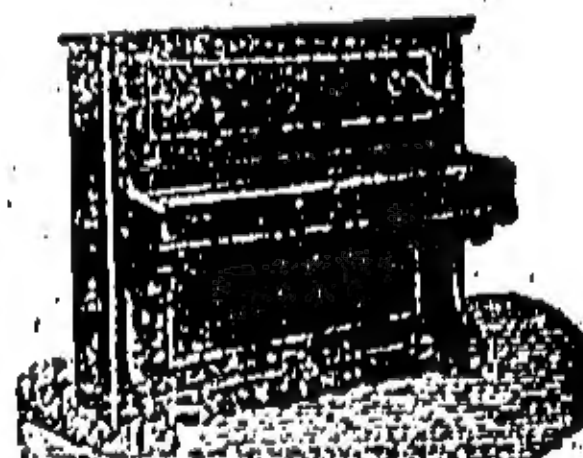
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DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

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THE ROBINSON PIANO CO., LIMITED.



BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM. Hongkong, 19th August, 1901. [751c]

NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte, CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Menu at Moderate Rates. Madar & Farmer, Proprietors. Hongkong, 2nd September, 1901. [958c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c. REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate. No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

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CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohns' CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. No. 14 & 16, Queen's Road Central. [121c]

T. M. STEVENS & Co., CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARETTES.

T. M. STEVENS & Co., Beachfield Arcade. Hongkong, 2nd September, 1901. [959c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTONJEE, 4, D'Aguilar Street and 39 & 41, Elgin Road, Kowloon. Hongkong, 13th July, 1901. [134c]

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAT MANUFACTURERS. SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c. Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK. AT REASONABLE PRICES. Hongkong, 14th May, 1901. [148c]

NEW GOODS.

PLENTY IN HAND. JAPANESE CURIOS. D. NOMA, No. 12, Beachfield Arcade, Opposite the City Hall. Hongkong, 20th April, 1901. [171c]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 29th Nov., at Daylight.
KAGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 2nd Dec., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd November, 1901. [6c]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAMERS FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 26th December, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Vaguer, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY. This Steamer connects at COLOMBO with the s.s. *Oceanic*, which vessel takes on her Passengers and Mails leaving that Port on the 14th December. Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 1st December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, 20th November, 1901. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
<i>Duke of Fife</i>	3,821	J. S. Cox.....	Dec. 3
<i>Tacoma</i>	3,811	A. Dixon.....	Dec. 17
<i>Victoria</i>	3,502	J. Pantou.....	Dec. 27
<i>Olympia</i>	2,837	J. Truebridge.....	Jan. 10

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents. Hongkong, 26th November, 1901. [14c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN".....about 30th Nov. "LENNON".....15th Dec. "ORONOX".....31st Dec. 1901.

"AFRIDI".....about 10th Jan. "HILLGLEN".....20th Jan. "LOWTHER CASTLE".....31st Jan. For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 26th November, 1901. [141c]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "BALLAARAT," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 7th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 23rd November, 1901. [1111c]

To be Let.

HOUSES at CAUSEWAY BAY, facing the Polo Ground, A HOUSE in RIFON TERRACE, "THE RETREAT" MOUNT KELLET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 22nd November, 1901. [209c]

TO LET. Possession on or about the 1st December next. NO. 2, ORMSBY TERRACE, KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 18th November, 1901. [511c]

TO LET. NOS. 1, 2, 4, 5, 6, 7 and 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Vaux Road Central. Hongkong, 28th October, 1901. [976c]

TO LET. NO. 1, STEWART TERRACE.—THE PEAL. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [799c]

TO LET. GODOWN—No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

FOR SALE, CHEAP. A COTTAGE PIANO by Bechstein, of Paris. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [161c]

FOR SALE. THE cruising yawl "MADON," 26 feet long by 7 feet beam. Teak hull, copper fastened, and lead keel, designed by Mr. A. DENISON. This three-ton yawl lies in the boatshed at the Kowloon Dock, Huddell, and has been laid up for the past two seasons. Apply to "YACHT" C/o This Office. Hongkong, 13th November, 1901. [1011c]

FOR SALE. SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM" C/o The Hongkong Telegraph. Hongkong, 10th August, 1901. [91c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO.....	"KAIFONG".....	29th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	30th instant.
SHANGHAI.....	"WHAMPOA".....	3rd December.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

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OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"DEUCALION".....	28th November, 1901.
" "	"PELEUS".....	16th " "
" "	"STENTON".....	24th " "
" "	"MEMNON".....	3rd January, 1902.
" "	"IDOMENEUS".....	8th " "
" "	"TANTALUS".....	16th " "

HOMEWARDS.

FOR LONDON.

"MACHAON".....	30th Nov., 1901.
"ACHILLES".....	10th Dec., " "
"GLAUCOS".....	24th " "
"DEUCALION".....	7th Jan., 1902.
"PELEUS".....	21st " "
"IXION".....	15th Dec., 1901.
"PATROCLUS".....	15th Jan., 1902.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"

and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELL," will be despatched for PORTLAND (OR.) on or about the 14th December, 1901.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
Hongkong, 22nd November, 1901. [1266c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship.

"KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD.
Captain C. Polack, due here with the outward German Mail about the 26th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 22nd November, 1901. [1278c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAILONG,"

Captain Bathurst, will be despatched for the above Ports, on FRIDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFAIK & Co.,
General Managers.
Hongkong, 25th November, 1901. [1275c]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"YARRA,"

Captain Nigre, will be despatched for the above Ports, on or about SUNDAY, the 1st December.

For Freight or Passage, apply to

P. DE CHAMBERLIN,
Acting Agent.
Hongkong, 25th November, 1901. [1004c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship.

"DAIGI MARU,"

Captain T. Kitano, will be despatched as above on SUNDAY, the 1st December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th November, 1901. [1226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 4th Dec., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 20th November, 1901. [1210c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ACARA,"

Captain Kilgour, will be despatched for the above Port, on or about 17th December.

To be followed by the Steamship "ASAMA."

Captain Bement, on or about 27th December.

For Freight, apply to

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd November, 1901. [1019c]

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 20th November, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"AUSTRIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex S.S. *Melcovich* and *Almisa* transhipped at Trieste.

From Trieste, ex S.S. *Cicopatra* transhipped at Bombay.

From Levant, ex S.S. *Viola*.

Optional Cargo will be delivered here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.,** Agents.

Hongkong, 21st November, 1901. [1233c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA,"
Captain Brehmer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th November, 1901. [1279c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

From London, ex S.S. *Australia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 30th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT,
Superintendent.

Hongkong, 25th November, 1901. [15]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec., will be subject to rent as above.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Dec., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **SHEWAN, TOMES & Co.,** Agents.

Hongkong, 25th November, 1901. [1280c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 1st December, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st December, will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.,** Agents.

Hongkong, 25th November, 1901. [1107c]

Insurances.

"Strongest in the World."

Assets: Surplus:

305 68
Millions Millions
Gd. Gd.

There is No Other Just as Good

EQUITABLE LIFE

DEATH CLAIMS.

Paid Within One Day:

1895.....90.3 per cent.

1897.....94.4 " "

1898.....89.5 " "

1899.....92.8 " "

1900.....95.8 " "

1901 (first half) 97.3 " "

This record should appeal to every man who contemplates making provision for his family by means of life insurance.

F. KIENE,
Manager,
Hongkong.

Hongkong, 2nd November, 1901. [1995c]

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed

GENERAL AGENT for the above

Company, is prepared to ACCEPT RISKS

at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [130]

Intimations.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

of

AMERICAN ASPARAGUS & DESSERT

FRUITS, ALL KINDS.

Apply to

G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,

as employed in the Continental Hospitals by

Ricord, Rostan, Jobert, Velpeau, and others,

combines all the desiderata to be sought in a

medicine of the kind, and surpasses everything

hitherto employed.

THERAPION No. 1, in a few days only,

removes all discharges from the urinary organs,

effectually superseding injections, the use of

which does irreparable harm by laying the

foundation of stricture and other serious dis-

eases. In dysentery, piles, irritation of the

lower bowel, cough, bronchitis, asthma, and

some of the more trying complaints of this

kind, it will be found astonishingly efficacious,

affording prompt relief, where other well-tried

remedies have been powerless.

THERAPION No. 2, for impurity of the

blood, scurvy, pimples, spots, blotches, pains

and swellings of the joints, secondary sym-

ptoms, disease of the bones, sore throat, and

all diseases for which it has been too much a

fashion to employ mercury, sarsaparilla, &c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

THERAPION No. 3, for nervous exhaustion,

waste of vitality, and all the distressing con-

sequences arising from early error, excess,

residence in hot, unhealthy climates, &c. It

possesses surprising power in restoring strength

and vigour to the debilitated.

THERAPION may be procured of the principal

Chemists and Merchants throughout the

world. Price in England 2/6 and 4/6. In order-

ing, the purchaser should state which of the

three numbers he requires, and observe that the

word "THERAPION" appears on the Govern-

ment Stamp (in white letters on a red ground)

affixed to every genuine package by order of

Her Majesty's Hon. Commissioners, and with-

out which it is a forgery.

Sold by **A. S. WATSON & Co., Limited,**

Hongkong, China and Manila. [16]

GUARANTEED CURE.

After protracted and painstaking research, a

thoroughly safe and certain Remedy has taken

discovery, which will positively Cure any

Disease of the Nervous System. It is a sure

Cure for Nervous Debility in all its forms,

from whatever cause arising, Wasting Decay,

Predisposition to Consumption, and I will send

the prescription, and full particulars of the

Remedy to any sufferer, on receipt of a self-

NOTANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer	30.103
Thermometer	69.2
Humidity	65
Rainfall	1.302

TO-DAY.

WEATHER REPORT.

Barometer	30.20	30.07
Thermometer	69	68
Humidity	65	70
Rainfall	—	—

TO-DAY.

Tuesday, 26th November, 1901.
Chinese—16th of 10th moon of 27th year of Kwang-shu.

Sun—Rises	6hr. 22min.
Sets	5hr. 14min.
Moon—Full Moon	3hr. 54min. a.m.
High water—Morning	6hr. 30min.
Afternoon	3hr. 35min.
Low water—Morning	3hr. 1min.
Afternoon	2hr. 30min.

ANNIVERSARIES.

- 1893—Edict issued by the viceroy of Canton forbidding trade with British ships.
1851—Death of Marshal Sout.
1860—Princess Augusta of Wales born.
1879—Arrival in Hongkong of H.E. Senhor da Graça, the Governor of Macao, and H.E. Chung How, the Chinese Ambassador to St. Petersburg, the latter en route for Peking.
1881—Messrs. Rapp and Schindler arrested by a Customs cruiser while on a shooting expedition.
1884—Treaty between Great Britain and Korea signed at Seoul.
1885—End of the Burmese War and surrender of King Theban.

TO-MORROW.

Wednesday, 27th November, 1901.
Chinese—17th of 10th moon of 27th year of Kwang-shu.

Sun—Rises	6hr. 22min.
Sets	5hr. 13min.
Moon—Max. Declination N. 0hr. a.m.	
High water—Morning	10hr. 31min.
Afternoon	6hr. 18min.
Low water—Morning	3hr. 47min.
Afternoon	2hr. 40min.

ANNIVERSARIES.

- 1833—Duchess of Teck born.
1870—M. Thiers accepts the apology of Ch'ung How, the Chinese Ambassador, for the murder of the French at Tientsin.
1881—Armed attack by Chinese pirates on the village of Taitung, Hongkong; Sikh constable shot dead.
1897—Suicide of Mr. W. K. Wylie.
1898—First detachment of American Army of occupation land at Havana. Prince George appointed Commissioner-General of Crete.

AGENDA.

TO-MORROW.

I. G. M. steamer *Bayer* leaves for Bremen.

THURSDAY, 28th.

Noon—T. Y. K. steamer *America* leaves for San Francisco via Inland Sea and Honolulu.

SATURDAY, 30th.

H. A. L. steamer *Marburg* leaves for Havre and Hamburg.
D & Co's steamer *Kuristan* leaves for New York, via Ports and Suez Canal.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

October 10th.

The officers of the s.s. *Catherine Apsar* are:—Capt. S. H. Nelson, chief officer A. Buchanan, and officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, and engineer T. T. Barrie, 3rd engineer W. Park, 4th engineer W. Mack.

The officers of the s.s. *Yuen Sung* are:—Capt. P. H. Rolfe, chief officer C. E. Mellison, and officer H. Herbert, 3rd officer R. L. Shreffell.

October 14th.

The officers of the s.s. *Pentakote*, Captain Parsons, are:—1st mate J. C. Keckham, Lieut. R.N.R., 2nd mate H. H. Galgley, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, and engineer F. Spotswood, 3rd engineer R. Righter, 4th engineer P. Christie, 5th engineer F. McColligan.

October 19th.

The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan, 2nd officer H. Markus, 3rd officer E. Sauerland, chief engineer H. Roess, and engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer of the s.s. *Loongsang*, who is now on sick leave.

November 22nd.

Capt. Murray Crockett, chief officer George McCrae, 2nd officer E. Hayward, chief engineer John C. Anderson, 2nd engineer John Mathuson, 3rd engineer J. S. Holliday.

November 26th.

The 2nd officer A. Müller on board in Shanghai, 3rd engineer Hannah leaving here.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.
American (*City of Peking*) 28th instant.
French (*Yarra*) and prox.
American (*Hongkong Maru*) 14th prox.

The N. Y. K. Co's steamer *Riojun Maru* (American Line) left Kobe via Shanghai for this port on the 25th inst., and is expected to arrive here on the 3rd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River	at Kowloon Dock
Kuan Liu	" "
Tacama	" "
H.M.S. Fame	" "
U. S. S. Princeton	" "
Sandakan	" "
Liklu	" "
Dr. Kuan Jurg Kiser	" "
Albatross	" "
Saturn	" "
Mongkut	" "
Lui-hoc	" "
Justin	" "
Elcano	" "
H. J. Albrecht	" "
Huengshan	" "
Pitanulok	Comopolitan
Taichow	" "
Kemerida	Aberdeen
Benedit	" "

SWATOW WEEKLY SHIPPING REPORT.

(November 23rd, 1901.)

Date	Vessel	Where from	Agents
Nov. 17	Haitan	Hongkong	J. M. & Co.
18	Thales	Hongkong	B. & Co.
19	Chienan	Hongkong	B. & Co.
20	Daig Maru	Hongkong	B. & Co.
21	Taiwan	Cebu & Shanghai	B. & Co.
22	Tachow	Hongkong	B. & Co.
23	Daig Maru	Hongkong	B. & Co.
24	Kaito	Newchwang & Shanghai	B. & Co.
25	Kaito	Hongkong	B. & Co.
26	Chienan	Hongkong	B. & Co.
27	Derawongse	Hongkong	B. & Co.
28	Huachow	Yulu & Chinkiang	B. & Co.
29	Shienan	Hongkong	B. & Co.
30	Taiwan	Shanghai	J. M. & Co.
1	Haitan	Hongkong	J. M. & Co.
2	Naiwan Maru	Hongkong	B. & Co.
3	Huachow	Shanghai	J. M. & Co.
4	Shienan	Hongkong	B. & Co.
5	Chienan	Hongkong	B. & Co.
6	Huachow	Hongkong	B. & Co.
7	Shienan	Hongkong	B. & Co.
8	Haitan	Hongkong	J. M. & Co.
9	Daig Maru	Hongkong	B. & Co.
10	Taiwan	Shanghai	B. & Co.
11	Tachow	Hongkong	B. & Co.
12	Daig Maru	Hongkong	B. & Co.
13	Kaito	Hongkong	B. & Co.
14	Chienan	Hongkong	B. & Co.
15	Derawongse	Hongkong	B. & Co.
16	Huachow	Yulu & Chinkiang	B. & Co.
17	Shienan	Hongkong	B. & Co.
18	Taiwan	Shanghai	J. M. & Co.
19	Haitan	Hongkong	J. M. & Co.
20	Naiwan Maru	Hongkong	B. & Co.
21	Huachow	Shanghai	J. M. & Co.
22	Shienan	Hongkong	B. & Co.
23	Chienan	Hongkong	B. & Co.
24	Huachow	Hongkong	B. & Co.
25	Shienan	Hongkong	B. & Co.
26	Haitan	Hongkong	J. M. & Co.
27	Daig Maru	Hongkong	B. & Co.
28	Taiwan	Shanghai	B. & Co.
29	Tachow	Hongkong	B. & Co.
30	Daig Maru	Hongkong	B. & Co.
1	Kaito	Hongkong	B. & Co.
2	Chienan	Hongkong	B. & Co.
3	Derawongse	Hongkong	B. & Co.
4	Huachow	Yulu & Chinkiang	B. & Co.
5	Shienan	Hongkong	B. & Co.
6	Taiwan	Shanghai	J. M. & Co.
7	Haitan	Hongkong	J. M. & Co.
8	Naiwan Maru	Hongkong	B. & Co.
9	Huachow	Shanghai	J. M. & Co.
10	Shienan	Hongkong	B. & Co.
11	Chienan	Hongkong	B. & Co.
12	Huachow	Hongkong	B. & Co.
13	Shienan	Hongkong	B. & Co.
14	Haitan	Hongkong	J. M. & Co.
15	Daig Maru	Hongkong	B. & Co.
16	Taiwan	Shanghai	B. & Co.
17	Tachow	Hongkong	B. & Co.
18	Daig Maru	Hongkong	B. & Co.
19	Kaito	Hongkong	B. & Co.
20	Chienan	Hongkong	B. & Co.
21	Derawongse	Hongkong	B. & Co.
22	Huachow	Yulu & Chinkiang	B. & Co.
23	Shienan	Hongkong	B. & Co.
24	Taiwan	Shanghai	J. M. & Co.
25	Haitan	Hongkong	J. M. & Co.
26	Naiwan Maru	Hongkong	B. & Co.
27	Huachow	Shanghai	J. M. & Co.
28	Shienan	Hongkong	B. & Co.
29	Chienan	Hongkong	B. & Co.
30	Huachow	Hongkong	B. & Co.
1	Shienan	Hongkong	B. & Co.
2	Haitan	Hongkong	J. M. & Co.
3	Daig Maru	Hongkong	B. & Co.
4	Taiwan	Shanghai	B. & Co.
5	Tachow	Hongkong	B. & Co.
6	Daig Maru	Hongkong	B. & Co.
7	Kaito	Hongkong	B. & Co.
8	Chienan	Hongkong	B. & Co.
9	Derawongse	Hongkong	B. & Co.
10	Huachow	Yulu & Chinkiang	B. & Co.
11	Shienan	Hongkong	B. & Co.
12	Taiwan	Shanghai	J. M. & Co.
13	Haitan	Hongkong	J. M. & Co.
14	Naiwan Maru	Hongkong	B. & Co.
15	Huachow	Shanghai	J. M. & Co.
16	Shienan	Hongkong	B. & Co.
17	Chienan	Hongkong	B. & Co.
18	Huachow	Hongkong	B. & Co.
19	Shienan	Hongkong	B. & Co.
20	Haitan	Hongkong	J. M. & Co.
21	Daig Maru	Hongkong	B. & Co.
22	Taiwan	Shanghai	B. & Co.
23	Tachow	Hongkong	B. & Co.
24	Daig Maru	Hongkong	B. & Co.
25	Kaito	Hongkong	B. & Co.
26	Chienan	Hongkong	B. & Co.
27	Derawongse	Hongkong	B. & Co.
28	Huachow	Yulu & Chinkiang	B. & Co.
29	Shienan	Hongkong	B. & Co.
30	Taiwan	Shanghai	J. M. & Co.

DEPARTURES.

Date	Vessel	Destination	Agents
Nov. 17	Haitan	Hongkong	J. M. & Co.
18	Thales	Hongkong	B. & Co.
19	Chienan	Hongkong	B. & Co.
20	Daig Maru	Hongkong	B. & Co.
21	Taiwan	Cebu & Shanghai	B. & Co.
22	Tachow	Hongkong	B. & Co.
23	Daig Maru	Hongkong	B. & Co.
24	Kaito	Newchwang & Shanghai	B. & Co.
25	Kaito	Hongkong	B. & Co.
26	Chienan	Hongkong	B. & Co.
27	Derawongse	Hongkong	B. & Co.
28	Huachow	Yulu & Chinkiang	B. & Co.
29	Shienan	Hongkong	B. & Co.
30	Taiwan	Shanghai	J. M. & Co.
1	Haitan	Hongkong	J. M. & Co.
2	Naiwan Maru	Hongkong	B. & Co.
3	Huachow	Shanghai	J. M. & Co.
4	Shienan	Hongkong	B. & Co.
5	Chienan	Hongkong	B. & Co.
6	Huachow	Hongkong	B. & Co.
7	Shienan	Hongkong	B. & Co.
8	Haitan	Hongkong	J. M. & Co.
9	Daig Maru	Hongkong	B. & Co.
10	Taiwan	Shanghai	B. & Co.
11	Tachow	Hongkong	B. & Co.
12	Daig Maru	Hongkong	B. & Co.
13	Kaito	Hongkong	B. & Co.
14	Chienan	Hongkong	B. & Co.
15	Derawongse	Hongkong	B. & Co.
16	Huachow	Yulu & Chinkiang	B. & Co.
17	Shienan	Hongkong	B. & Co.
18	Taiwan	Shanghai	J. M. & Co.
19	Haitan	Hongkong	J. M. & Co.
20	Naiwan Maru	Hongkong	B. & Co.
21	Huachow	Shanghai	J. M. & Co.
22	Shienan	Hongkong	B. & Co.
23	Chienan	Hongkong	B. & Co.
24	Huachow	Hongkong	B. & Co.
25	Shienan	Hongkong	B. & Co.
26	Haitan	Hongkong	J. M. & Co.
27	Daig Maru	Hongkong	B. & Co.
28	Taiwan	Shanghai	B. & Co.
29	Tachow	Hongkong	B. & Co.
30	Daig Maru	Hongkong	B. & Co.
1	Kaito	Hongkong	B. & Co.
2	Chienan	Hongkong	B. & Co.
3	Derawongse	Hongkong	B. & Co.
4	Huachow	Yulu & Chinkiang	B. & Co.
5	Shienan	Hongkong	B. & Co.
6	Taiwan	Shanghai	J. M. & Co.
7	Haitan	Hongkong	J. M. & Co.
8	Naiwan Maru	Hongkong	B. & Co.
9	Huachow	Shanghai	J. M. & Co.
10	Shienan	Hongkong	B. & Co.
11	Chienan	Hongkong	B. & Co.
12	Huachow	Hongkong	B. & Co.
13	Shienan	Hongkong	B. & Co.
14	Haitan	Hongkong	J. M. & Co.
15	Daig Maru	Hongkong	B. & Co.
16	Taiwan	Shanghai	B. & Co.
17	Tachow	Hongkong	B. & Co.
18	Daig Maru	Hongkong	B. & Co.
19	Kaito	Hongkong	B. & Co.
20	Chienan	Hongkong	B. & Co.
21	Derawongse	Hongkong	B. & Co.
22	Huachow	Yulu & Chinkiang	B. & Co.
23	Shienan	Hongkong	B. & Co.
24	Taiwan	Shanghai	J. M. & Co.
25	Haitan	Hongkong	J. M. & Co.
26	Naiwan Maru	Hongkong	B. & Co.
27	Huachow	Shanghai	J. M. & Co.
28	Shienan	Hongkong	B. & Co.
29	Chienan	Hongkong	B. & Co.
30	Huachow	Hongkong	B. & Co.
1	Shienan	Hongkong	B. & Co.
2	Haitan	Hongkong	J. M. & Co.
3	Daig Maru	Hongkong	B. & Co.
4	Taiwan	Shanghai	B. & Co.
5	Tachow	Hongkong	B. & Co.
6	Daig Maru	Hongkong	B. & Co.
7	Kaito	Hongkong	B. & Co.
8	Chienan	Hongkong	B. & Co.
9	Derawongse	Hongkong	B. & Co.
10	Huachow	Yulu & Chinkiang	B. & Co.
11	Shienan	Hongkong	B. & Co.
12	Taiwan	Shanghai	J. M. & Co.
13	Haitan	Hongkong	J. M. & Co.
14	Naiwan Maru	Hongkong	B. & Co.
15	Huachow	Shanghai	J. M. & Co.
16	Shienan	Hongkong	B. & Co.
17	Chienan	Hongkong	B. & Co.
18	Huachow	Hongkong	B. & Co.
19	Shienan	Hongkong	B. & Co.
20	Haitan	Hongkong	J. M. & Co.
21	Daig Maru	Hongkong	B. & Co.
22	Taiwan	Shanghai	B. & Co.
23	Tachow	Hongkong	B. & Co.
24	Daig Maru	Hongkong	B. & Co.
25	Kaito	Hongkong	B. & Co.
26	Chienan	Hongkong	B. & Co.
27	Derawongse	Hongkong	B. & Co.
28	Huachow	Yulu & Chinkiang	B. & Co.
29	Shienan	Hongkong	B. & Co.
30	Taiwan	Shanghai	J. M. & Co.

SHIPPING IN PORT.

Date	Vessel	Where from	Agents
Nov. 17	Kaito	Newchwang & Shanghai	B. & Co.
18	Kaito	Hongkong	B. & Co.

VISITORS AT THE HONGKONG HOTEL.

HOTEL.

Andrew, Mr. D. A.	Joseph, Mr. and Mrs. E. S.
Angus, Mrs.	Katsch, Mr. E.-A.
Arnold, Mr. H.	Keirn, Mrs. G.
Back, Mr. J.	King, Major H. S.
Bailey, Mr. W. S.	Kirkwood, Mr. J.
Barlow, Mr. B. J.	Lillie, Mr. J. J.
Barlow, Mr. F. C.	Littledale, R.E., Major
Bell, Mr. J. T.	R. P.
Bevinger, Dr.	Mackie, Mr. Gordon
Black, Mr. J.	Marlow, Mr.
Bonner, Mr. A.	Marward, Mr. & Mrs.
Bond, Mr. & Mrs. F.	McEllan, Capt. & Mrs.
Brown, Mr. G. W.	E. E.
Buttanshaw, Major	Michael, Mr. S. J.
Cameron, Mr. D. H.	Milton, Mr. and Mrs.
Chalmers, Mrs. & Miss	Parfit, Mr. W.
Clark, Dr. F.	Pearse, Dr. W. W.
Cole, Mr. G. E.	Pitcher, Mr. A. J.
Colson, Mr. J. S.	Price, Mr. H.
Connell, Mr. J. J.	Ridcliffe, R.E., Capt.
Cosby, Mr. and Mrs.	Reel, Dr. L. R.
Davis, Mrs. and child.	Kidler, Mr. L. de
Denroche, Mr. P. C.	Robertson, Mr. W. R.
Discombe, Mr. G. M.	Russell, Mrs.
Dorehill, R.A., Major	Schow, Mr. C.
Dunford, Capt. & Mrs.	Shaw, Mr. C.
and	Sergeant, Mr. P. W.
Dyson, Major P. S.	Shields, Major E. G.
Edwards, Mr. F. W.	Shields, Mr. T. J.
Elliott, Mrs.	Smithers, Mr. R. G.
Fernald, Mr. and Mrs.	Snewin, Mr. E. A.
Franki, Mr. C.	Stein, Mr. T.
Gibson, Mr. and Mrs.	Suffert, Mrs.
Kennedy and child	Taylor, Mr. D. G.
Glover, Mr. C.	Valentine, Mr. A.
Gove, Mrs.	Wakeman, Mr. G. H.
Grant, Mr. John	Watts, Mr. and Mrs.
Greene, Mrs. W. W.	Frank W.
Hall, Mrs. H. E.	Whitney, Mr. W. J. G.
Hansen, Mr. F.	Whitney, Mrs.
Hanson, Mr. B. E.	Wild, Lieut. and Mrs.
Harrison, Mr. R. G.	Bagnall
Hawthorne, Mr. R. E.	Williams, Mr.
Hawkins, Mr. and Mrs.	Wirick, Miss L.
H. L.	Woolfen, Mr. J. J.
Howard, Mr. Thos.	Wright, Mr. and Mrs.
Hughes, Mr. W. K.	H. Taylor
Huke, Mr. A. N.	
Johansen, Mr. and Mrs.	

Post Office.

A Mail will close:

For Canton—Per *Powam*, to-morrow, the 27th instant, at 7.30 A.M.
 For Bangkok—Per *Chowlat*, to-morrow, the 27th instant, at 9 A.M.
 For Europe, &c., India, via Tutuicorin—Per *Bayern*, to-morrow, the 27th instant, at 11 A.M.
 For Macao—Per *Hunan*, to-morrow, the 27th instant, at 1.15 P.M.
 For Shanghai—Per *Lymoon*, to-morrow, the 27th instant, at 4 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 27th instant, at 4 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 27th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America*, to-morrow, the 28th instant, at 11 A.M.
 For Swatow, Amoy and Tamsui—Per *El-liong*, to-morrow, the 28th instant, at 5 P.M.
 For Manila—Per *Zafiro*, on Friday, the 29th instant, at 3 P.M.
 For Manila, Cebu and Iloilo—Per *Kaifong*, on Friday, the 29th instant, at 4 P.M.
 For Singapore—Per *Japan*, on Saturday, the 30th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan*, on Saturday, the 30th instant, at 4 P.M.
 For Europe, &c., India, via Tutuicorin—Per *Ernest Simons*, on Monday, the 2nd Dec., at 11 A.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria (B.C.) and Seattle, (U.S.A.)—Per *Kaga Maru*, on Monday, the 2nd Dec., at 3 P.M.
 For Shanghai—Per *Whangpa*, on Tuesday, the 3rd Dec., at 4 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria and Vancouver—Per *Albatross*, on Wednesday, the 4th Dec., at 11 A.M.
 For Europe, &c., India, via Tutuicorin—Per *Baltic*, on Saturday, the 7th Dec., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th Dec., at 11 A.M.

NEW YEAR MAIL.—Letters etc. for the United Kingdom posted on the 2nd Dec., per French Packet *Ernest Simons* are due in London on the New Year day.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post.—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

EXCHANGE.

Hongkong, 26th November.

ON LONDON, Telegraphic Transfer 1/10 3/16
 Bank Bills, on demand 1/10 1/2
 Credits, 4 months sight 1/10 1/2
 Dime's, 4 months sight 1/10 1/2
 ON BERLIN, (demand) 2/3 1/2
 ON PARIS, Bank Bills, on demand 2/3 1/2
 Credits, 4 months sight 2/3 1/2
 ON NEW YORK, Bank Bills, on demand 45 1/2
 Credits, 30 days sight 45 1/2
 ON BOMBAY, Telegraphic Transfer 1/13 1/2
 On demand 1/13 1/2
 ON SHANGHAI, Telegraphic Transfer 7 1/2
 Private 30 days sight 7 1/2
 ON YOKOHAMA, T.T. 9 1/2
 Sovereigns, Bank's Buying Rate 516 1/2
 Gold Leaf 100 touch, per tael 55 1/2
 Bar Silver 25 1/2
 Dollars 100 1/2

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powam, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,232, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lunghua, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 20th Nov.—San Francisco 23rd Oct., and Shanghai 18th Nov. Mails and General.—J. S. Van Buren.
ATHENIAN, British steamer, 3,881, H. Mowatt, 14th Nov.—Shanghai 11th Nov. General.—C. P. R. Co.
BENLID, British steamer, 1,483, David Clark, 22nd Nov.—Mororan 11th Nov. Coal.—Gibb, Livingston & Co.
CHOWTAT, German steamer, 1,115, A. Miller, 20th Nov.—Bangkok 12th Nov. Rice.—Butterfield & Swire.
CLARA, German steamer, 675, A. Hilderup, 23rd Nov.—Haiphong 20th Nov., and Hoihow 22nd, Rice.—Jensen & Co.
CLAUDEDALE, British steamer, 2,123, W. Harding, 12th Nov.—Shanghai and Amoy 11th Nov., Tea and General.—Cartwright & Co.
DENNISGHER, British steamer, 2,488, H. N. Vyvyan, 24th Nov.—Singapore 17th Nov. General.—Shewan, Tomes & Co.
DR. HANS JERO KLAER, Norwegian steamer, 697, Larsen, 18th Nov.—Haiphong 10th Nov. Rice.—A. R. Marty.

DUKE OF FIFE, British steamer, 3,547, J. S. A.

Cox, 18th Nov.—Tacoma, U.S.A. 17th Oct. General.—Dodwell & Co. Ld.
ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast.—Brandao & Co.
EMMA, German steamer, 1,681, Semuelsen, 19th Nov.—Cherbon 9th Nov. Sugar.—Jensen & Co.
ESMERALDA, British steamer, 666, J. McGinty, 17th Nov.—Cebu, P.I. Nov. Hemp.—Shewan, Tomes & Co.
HONGTAO, French steamer, 509, M. Merles, 24th Nov.—Pakhoi 22nd Nov. General.—A. R. Marty.
HONG MOI, British steamer, 2,555, W. Dawson, 24th Nov.—Penang 14th Nov., and Singapore 17th, General.—Joo Teck Seng.
KAGA MARU, Japanese steamer, 3,800, J. W. Eckstrand, 18th Nov.—Seattle, U.S.A. via Japan and Shanghai 15th Nov. General.—Nippon Yusen Kaisha.
KAIFONG, British steamer, 1,024, C. H. Pennefather, 25th Nov.—Cebu 21st Nov. General.—Butterfield & Swire.
KVARVEN, Norwegian steamer, 1,574, J. Kanity, 25th Nov.—San Francisco via Moji 18th Oct. Flour.—Butterfield & Swire.
LAL TOC, Spanish steamer, 183, Fabbragat, 17th Nov.—Manila 13th Nov. Ballast.—A. R. Marty.
MAIDZURU MARU, Japanese steamer, 667, T. Saito, 23rd Nov.—Amoy 20th Nov. General.—Mitsui Bussan Kaisha.
MONGKUT, German steamer, 857, Göttsche, 15th Nov.—Bangkok 7th Nov. Rice.—Butterfield & Swire.
OSLO, Norwegian steamer, 777, O. Mathieson, 25th Nov.—Singapore 13th Nov. General.—Sander, Wieler & Co.
PITSANULOK, German steamer, 1,257, R. Illing, 10th Nov.—Bangkok and Kohsi-chang 2nd Nov. General.—Butterfield & Swire.
RICHMOND, British steamer, 1,314, L. R. Mann, 10th Nov.—Geraldton, W.A. 25th Oct. Sandalwood.—Siemssen & Co.
ROBERT DICKINSON, British steamer, 1,331, McDonald, 25th Nov.—Singapore 16th Nov. Kerosine.—Arnhold, Karberg & Co.
SANDARAN, German steamer, 1,374, Brandstetter, 12th Nov.—Sandakan 6th Nov. Timber and General.—Melchers & Co.
SATURN, American transport, 1,617, Frank E. Foss, 14th Nov.—Shanghai 11th Nov.
SERRIA, German steamer, 2,707, H. Brehmer, 23rd Nov.—Hamburg 6th Oct. General.—Siemssen & Co.
TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma 14th Nov. General.—Dodwell & Co. Ld.
TAISANG, British steamer, 1,544, R. D. Bradley, 23rd Nov.—Swatow 22nd Nov. General.—Jardine, Matheson & Co.
TAKSANG, British steamer, 980, W. P. Baker, 25th Nov.—Bangkok 16th Oct. Rice.—Jardine, Matheson & Co.
TETARTOS, German steamer, 1,518, W. Diuse, 18th Nov.—Saigon 13th Nov. Sugar.—Siemssen & Co.
THEA, German steamer, 924, H. Ohberich, 25th Nov.—Canton 24th Nov. General.—Jensen & Co.
TSINTAU, German steamer, 1,002, J. Sanders, 25th Nov.—Canton 24th Nov. General.—Arnhold, Karberg & Co.
ZAFIRO, British steamer, 1,611, A. Ramsay, 25th Nov.—Manila and Nov. Hemp and General.—Shewan, Tomes & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 26th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Craddock, Hongkong.
Albion, 1st-class battleship, 12,550 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, en route Japan.
Algiers, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 15,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., en route Japan.
Astrac, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leach, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. E. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Arthur J. Renniker, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 6 guns, 4,000 h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
Hunter, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Hughan, en route Japan.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Other, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Taku.
Phaon, sloop, 1,260 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Shanghai.

Pigmy, 1st class gunboat, 755 tons, 6 guns,

1,200 h.p., Lt. and Comdr. Oldham, cruising.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 12,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plaver, 1st-class gunboat, 435 tons, 5 guns, 1,200 h.p., Lieut. Comdr. Waits Jones, Hongkong.
Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. Corbett, Hongkong.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. L. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,100 h.p., Comdr. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalrymple, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stepiford, Wootung.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt. Comdr. W. O. Lyne, cruising.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Maclellan, U.S.O., Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., in reserve.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.
Miscellaneous.
Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,900 h.p., Capt. J. P. Roussin, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,730 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 540 tons, Captain Mello, Macao.
Zenta, Austrian cruiser, 2,200 tons, Captain Runski, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolobsky, at Tientsin.
Albatross, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremyashy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhailevsky, at Shanghai.
Koryeysk, Russian cruiser, 1,200 tons, 9 guns, 2,350 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayssidoff, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanne, at Nagasaki.
Olsavsky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Rozhkov, at Nagasaki.
Polstian, Russian battleship, 10,650 tons, 11,055 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.
Rosbanyik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 43 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissot Kelly, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
Sivuchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 12 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Melchouky, at Nagasaki.
Vsodnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulka, at Taku.
Zabzaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.
(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 240 h.p., 16 knots.
Jantichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kastika, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivinsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Pedersonik, Russian torpedo boat, 13 tons, 1 gun, 220 h.p., 16 knots.
Sitka, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Shel, Russian torpedo boat, 350 tons, Captain

Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 120 h.p., 16 knots.
Sokolchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sam, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starikid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Svavits, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungurik, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Burgo, 1st class, Russian torpedo boat, 87 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes 700 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 Flagship of Vice-Admiral Alexeieff.
 Flagship of Rear-Admiral F. V. Dubossouff.
 Flagship of Rear-Admiral Kouneff.
THE GERMAN SQUADRON.
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Dassewitz, at Shanghai.
First Disentree, German flag-ship, 1,000 tons, 36 guns, Capt. Graf Loeke, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geier, German cruiser, 1,600 tons, 8 guns, 3,000 h.p., Capt. Paschen, at Wootung.
Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Ramplod, at Wootung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Iliti, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Schamer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
Kurfurst Friedrich Wilhelm, German battleship, 10,000 tons, 40 guns, Capt. von Holendorff, at Wootung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Amoy.
Wittensberg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 61, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 62, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.
 Flagship of His Excellency Vice-Admiral Bendemann.
 Flagship of Rear-Admiral Kiehl.
 Flagship of Rear-Admiral Kirchhoff.
THE FRENCH SQUADRON.
Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bahme, Saigon.
Berguill, 2nd-class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.
Chastellux, 3rd class, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comete, gunboat, 600 tons, Capt. Louel, at Canton.
Decid, gunboat, 640 tons, Capt. Leamey, at Pakhoi.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
Discartes and class protected cruiser, 4,000 tons, 36 guns 61 h.p., Captain Saulne, at Wootung.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean-Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Paucal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morinet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommesaur, at Hongkong.
Viper, gunboat, 100 tons, Captain G. del Villeneuve, at Foochow.
 Flagship of Vice-Admiral Courtejoles.
THE AMERICAN SQUADRON.
Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennett, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. J. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut. Comdr. A. Meier, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Blecher, at Manila.
Kentucky, U.S. battleship, 1,500 tons, Capt. C. H. Stockton, at Hongkong.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naro, at Manila.
Morristown, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, at Hongkong.
Monowacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. C. A. Dicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Shanghai.
Naikville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,093 tons, Capt. B. McCallum, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons,

16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wootung.
Petrel, U.S. gunboat, 992 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.
Scindia, U.S. cruiser, 2,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whelley, U.S. gunboat, 1,000 tons, 6 guns, 1,681 h.p., Com. W. T. Burwell, at Manila.
Williamington, U.S. cruiser, 2,225 tons, Capt. C. O. Albion, at Amoy.
Vorkosian, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Parcell, U.S.N., at Manila.
THE ITALIAN SQUADRON.
Calabria, Italian cruiser, 2,945 tons, Capt. C. Cantelli, Shanghai.
Elba, Italian cruiser, 3,120 tons, Capt. Casella, Hongkong.
Fiormonte, Italian cruiser, Capt. Carlo Negri, Shanghai.
Marco Polo, Italian cruiser, 4,883 tons, Capt. P. Botti, Hongkong.
Vesuvius, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zeni, Shanghai.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.
JAPANESE MEN-OF-WAR.
Battleships.
Asahi, 1st class, 15,200 tons,